



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE 04333-0016

Paul R. LePage  
GOVERNOR

September 21, 2012  
Location: **Howland, Bangor &  
Newport**  
Subject: **Bridge Joint Repair  
Amendment No. 1**

David Bernhardt  
COMMISSIONER

Dear Sir/Ms:

The following questions have been received:

**Question:** Is railroad protective insurance required?

**Response:** Railroad Protective Insurance is required only if the Contractor's Operations will be within 10 feet horizontally of the railroad or within the vertical plane of that 10 feet between the ground and the bridge superstructure.

**Question:** Is a railroad flagman at the Newport MCRR structures required? How is the Contractor reimbursed?

**Response:** A Railroad Flagman is required only if the Contractor's Operations will be within 10 feet horizontally of the railroad or within the vertical plane of that 10 feet between the ground and the bridge superstructure. If the Contractor's Operations are within the 10 foot vertical plane then a Railroad Flagman is required and the Contractor should build that cost into their bid for this project.

**Question:** Is concrete barrier required at any of the locations during joint removal and installation?

**Response:** Concrete Barrier is required at the locations if the Contractor's operation is going to be more than one day

**Question:** Delivery of the bridge joints is approximately 8 weeks after the order is placed. Can the December 1<sup>st</sup> completion date be revised for joints A, C & F?

**Response:** The completion date will not change.

**Question:** There are no pay items for traffic control. How do we determine quantities for barriers, crash barriers, signs, etc.?



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**Response:** Traffic control needs to follow the Manual for Uniform Traffic Control Devices (MUTCD) for work on the Interstate system, quantities should be based on what is recommended in the manual.

**Question:** 12' lane width may require special signing and detours, who determines this?

**Response:** The Eastern Region Traffic Engineer (Bruce Mattson) will be reviewing the traffic control plans and will make this determination.

**Question:** What is the maximum hammer size allowed for bridge deck demolition?

**Response:** Hammer size will be as allowed in the "State of Maine Department of Transportation Standard Specifications Revision of December 2002" Section 518 – Structural Concrete Repair.

**Question:** Joint movement at Howland structure exceeds capacity of specified Gland Seal. Is this acceptable?

**Response:** Joint seals and extrusions for each joint can be manufactured by the Watson Bowman Acme Corp. or The D. S. Brown Co. and are listed in the following table:

	<b>WATSON BOWMAN ACME CORP. 95 Pineview Drive Amherst, NY 14228 (716) 691-7566</b>		or	<b>THE D. S. BROWN CO. 300 East Cherry Street North Baltimore, OH 45872 (419) 257-3561</b>	
<b>JOINT</b>	<b>SEAL</b>	<b>STEEL</b>		<b>SEAL</b>	<b>STEEL</b>
Joint A-1	SE-400	Type M		L2-400	SSPA
Joint C-1	SE-300	Type M		L2-400	SSPA
Joint C-2	SE-300	Type M		L2-400	SSPA
Joint D-1	SE-300	Type M		L2-400	SSPA
Joint E-1	SE-300	Type M		L2-400	SSPA
Joint E-2	SE-300	Type M		L2-400	SSPA
Joint F-1	SE-300	Type M		L2-400	SSPA
Joint F-2	SE-300	Type M		L2-400	SSPA

or		<b>THE D. S. BROWN CO.</b> <b>300 East Cherry Street</b> <b>North Baltimore, OH 45872</b> <b>(419) 257-3561</b>	
	<b>JOINT</b>	<b>SEAL</b>	<b>STEEL</b>
	Joint A-1	A2R-400	SSCM2
	Joint C-1	A2R-400	SSCM2
	Joint C-2	A2R-400	SSCM2
	Joint D-1	A2R-400	SSCM2
	Joint E-1	A2R-400	SSCM2
	Joint E-2	A2R-400	SSCM2
	Joint F-1	A2R-400	SSCM2
	Joint F-2	A2R-400	SSCM2

**Question:** Why is the completion date so early?

**Response:** Because of concerns with possible joint failure over the winter we have identified joints that we want repaired prior to winter.

**Question:** Why is there no bond or prequalification requirements?

**Response:** This was done to expedite the process and to open up bidding possibilities for small Contractors.

Consider this change and information prior to submitting your bid on September 26, 2012.

Sincerely,

  
 George M. A. Macdougall P.E.  
 Contracts & Specifications Engineer